THE MARINE CORPS LOGISTICS
BULLETIN

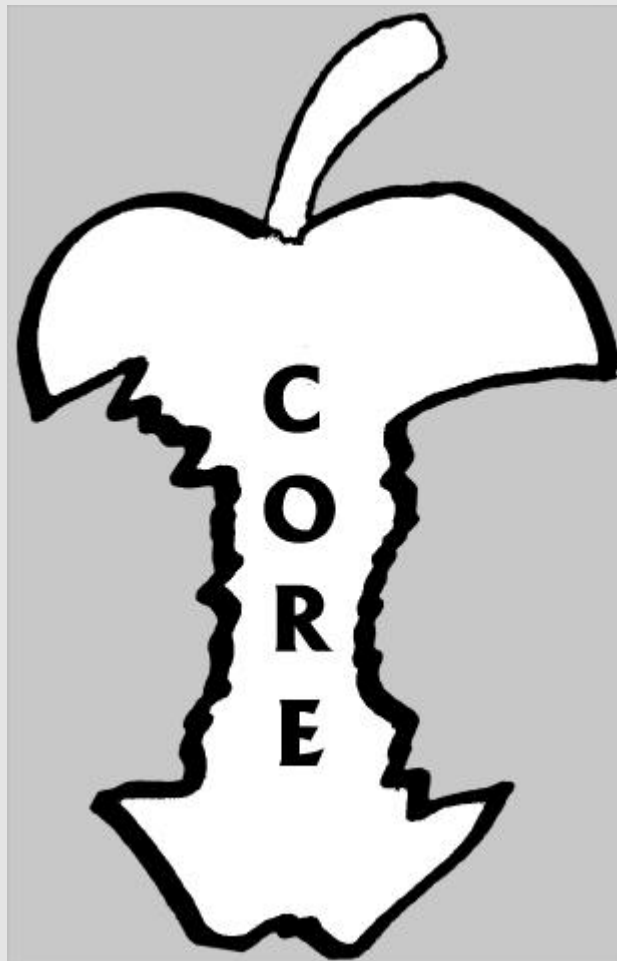### MARINE CORPS LOGISTICS BASES

JULY - AUGUST - SEPTEMBER 1997

STRATEGIC

LOGISTICS

CORE

CAPABILITIES

A LOOK INSIDE

FEATURES

LOGISTICS SUPPORT

STANDARDS

COMMANDER
MARINE CORPS LOGISTICS BASES
ALBANY, GEORGIA 31704-5001

11 April 1997

COMMANDER'S INTENT

WE WILL continue to be the world's most skilled EXPEDITIONARY LOGISTICIANS by improving and reinventing ourselves.

WE WILL visualize the future in which we exploit information and speed.

WE WILL challenge the status quo, constantly redefine success, replace mass with precision, and reduce inventory and footprint.

WE WILL acquire skills and capabilities allowing us to provide and receive support in order to satisfy our customers at the earliest moment.

WE WILL be a "BAND OF BROTHERS" with a shared vision of our future.

G. S. McKISSOCK

STRATEGIC LOGISTICS CORE CAPABILITES

LOGAIS
PEI STORAGE & DISTRIBUTION
MAINTENANCE   WAR RESERVE MANAGEMENT
WEAPONS SYSTEM MANAGEMENT   MARITIME PREPOSITIONING

Levels of logistic support as codified in MCDP 4, <u>Logistics</u>, correspond directly to the strategic, operational, and tactical levels of war and involve interrelated and often overlapping functions and capabilities. It is important to note that the planning and management of strategic and operational logistics requires great effort. For to be prepared is paramount and successful tactical expeditionary logistics is totally dependent upon a successful strategic and operational foundation. Indeed, the strategic - operational - tactical triad can be visualized as a pyramid. Strategic logistics forms the dominant base from which operational logistics enables and sustains Marine style tactical logistics, the point of the spear.

Strategic logistics is comprised of the planning and execution required to deploy and sustain operating forces in accordance with the national military strategy. It is concerned with elements such as requirements determination, personnel and materiel acquisition, management of air and sealift for strategic mobility, and support of forces in distant theaters of operations. It also includes the role of prepositioned equipment and materiel-both afloat and ashore-and our nation's ability to maintain the required support levels for operations of any duration as well as recover from them. A particular concern at the strategic level is that our industrial bases maintain the capability, capacity, and technology to support timely production of modern weapon systems, support equipment, health services, munitions, stores and command-and-control systems to meet wartime requirements.

The Marine Corps strategic logistics organization has undergone many changes from the early days of the Marine Corps Quartermaster to the complex systems of today. In fact, consolidations and streamlining have made the Marine Corps logistics' organization the envy of the other military Services due to its responsiveness, simplicity, flexibility, and economy. Recognizing the need for a simple, flexible logistics capability, in 1976 the Marine Corps materiel management functions moved from Philadelphia, Pennsylvania to Albany, Georgia as the first step in the implementation of a management philosophy called "Weapon Systems Management." This resulted in a single commander , Commander Marine Corps Logistics Bases controlling three of the four elements of the logistics process; 1) Distribution; 2) Sustainment, including the Supply Systems, Maintenance, and Logistics Bases; and 3) Disposition. The decision process to control resources and the flexibility to realign execution of these three elements remains a model of efficiency.

Marine style expeditionary warfare must have the diversity and flexibility to adapt to an ever evolving global scene. Completely autonomous command and control of strategic logistics core capabilities inherent to Marine style logistics is mandatory for victorious expeditionary warfare. The Marine Corps must be totally self-sufficient in these core capabilities in order to respond with the required speed and flexibility. These capabilities include but are not limited to the sciences of **weapons system management, maintenance, principal end item storage and distribution, war reserve management, logistics automated information systems, and maritime prepositioning**. These core capabilities, properly planned and managed through the strategic - operational - tactical triad, provide an unwavering logistics lifeline to operational forces enabling them to achieve and sustain their operational tempo and increase their endurance and operational reach. As with any process, the core capabilities are under constant review and validation. Because of this we must stay focused on the Marine Corps changing logistics characteristics and needs. With this edition of the <u>Marine Corps Logistics Bulletin</u> we will provide some expansion of the six strategic logistics core capabilities.

DIRECT VENDOR DELIVERY
FOR TIRE AND TIRE PRODUCTS

Direct Vendor Delivery/Electronic Data Interchange (DVD/EDI) is a new system put in place to save customers delivery time and unnecessary shipping costs.

This automated program places each requisition on contract and is forwarded to the contractor immediately upon receipt. Due to this instantaneous action, customer requests for cancellations (partial or total), quantity changes and/or priority changes on requisitions for DVD/EDI NSNs cannot be approved as the original requisition data will already be contractually binding.

The customer will receive and be billed for the original requisition quantity. Please take all efforts to ensure your original requisition data is accurate. The goal of DVD/EDI is to decrease pipeline costs and ship time.
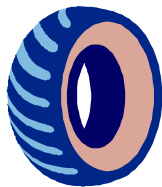
For more information on this subject contact USA TACOM (AMSTA-IM-JD), Warren, MI 48397 or call Chris Wigton at DSN 786-6317 or Commercial (313)574-6317. E-Mail

---
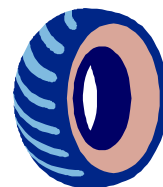
WAR RESERVE MANAGEMENT

The mission of the Marine Corps War Reserve Program is to ensure that an acceptable level of materiel is available to Marine Forces during both mobilization and combat operations. Efforts necessary to support this mission involve the review and application of policy and doctrine from the joint community (e.g., DoD, the Joint Staff, the CINCs, etc.), as well as Marine Corps policy.

War Reserve Materiel (WRM) requirements in terms of detailed numbers of equipment and supplies are computed to meet operational requirements of planning scenarios approved in Defense Planning Guidance. Marine Corps priorities for the allocation of funding dictate how much materiel is actually procured to satisfy these requirements. Actual WRM stocks may be either held by the Operating Forces as WRM stocks fielded or held In-Stores as a WRM stocks inventory control point.

CMC is the Functional Manager for the Marine Corps War Reserve Program. Authority for the administration and management of the program is delegated to HQMC staff agencies and Marine Corps field activities to include COMMARCORLOGBASES, Albany. COMMARCORLOGBASES, Albany acts on behalf of the Commandant to execute the various wholesale aspects of the War Reserve Program to include acquisition, storage, maintenance, care-in-stores, and physical distribution. COMMARCORLOGBASES, Albany is the System Sponsor for the Logistics Automated Information Systems required to accomplish this action.

Annually, based upon initial planning guidance from HQMC, a War Reserve Recomputation process is coordinated by MCLB, Albany with the Marine Forces. This process is executed so that a planning baseline can be developed. It supports the determination of requirements and asset location and thus has a significant impact on operational planning and execution, as well as support to the Program Objective Memorandum preparation.

The enhanced War Reserve System provides the automated means to facilitate inherent elements of war reserve management to include requirements determination, support testing, and sourcing. It provides the means by which MCLB, Albany sources the wholesale portion of the time phased force deployment data and also provides the capability to review and execute withdrawal plans, as required.

Automated information system interfaces between the War Reserve System and supporting inventory systems provide a mechanism for registration of requirements in applicable files to facilitate acquisition. Registration of requirements for other Integrated Materiel Manager items is accomplished as part of the data exchange process. Once requirements are registered, the wholesale Stratification process provides a mechanism to develop WRM Requirements budget estimates for input to the Program Objective Memorandum process. Materiel is then procured when funded and authorized.

6

ROAD SHOW
ASSISTANCE TEAMS PROVIDE SUPPORT

BLOUNT ISLAND COMMAND (BICmd), Jacksonville, Florida — Besides the normal meetings and phone conversations between the MARFORS and the BICmd Marines, Sailors and Civilian Marines, the Command has developed an informative presentation about Maritime Prepositioning and takes it to the Fleet.

One of the first initiatives that Colonel Dennis Long established was getting the word out to the MARFORS. According to Colonel Long the MARFORS know the Maritime Prepositioning Force Program, but what many do not know is how BICmd can continue to support the MARFORS away from BICmd. These "road shows" go out to the major bases and explain what we do at BICmd, and how we can assist the MEFs in their exercises.

Additionally, BICmd sends out Technical Assistance and Advisory Teams (TAATs) for each exercise. These TAATs, which vary in size, bridge the gap between the war fighters and the MARCOR-LOGBASES Logisticians. The aim is to provide our operating forces with assistance in all phases of deployment/employment from planning to backload and regeneration. Some of the more involved processes these teams can assist with include: planning (e.g., doctrine, policy, and procedures); offload and backload throughput (e.g., scheduling, recording,

Blount Island

measuring, and controlling); Maritime Prepositioning Ships load characteristics and nuances; container certification and packing; mobile loading; hazardous material peculiarities; packing, packaging and preservation accountability questions; and shipboard relations.

The TAATs provide the BICmd with valuable feedback on how BICmd Marines, Sailors, and Civilian Marines can send a better product out to the MARFORS. For more information about this article contact SSgt M. Giannetti at Commercial (904)696-5051.

Weapon Systems Management

The Marine Corps Weapon System Management Program is a unique management methodology that provides the full range of integrated logistics support to Marine Corps ground combat equipment customers worldwide. Weapon System Management is an integral part of the Marine Corps war fighting capability and is critical to the creation, maintenance, deployment, and employment of forces, as well as to the redeployment, regeneration, and reconstitution of those forces after employment.

The Marine Corps Logistics Base, Albany is the only Marine Corps organization in the world that provides Weapon System Management for all fielded Marine Corps ground combat equipment. Unlike the Army, Navy, and the Air Force, which have multiple locations and many times the number of people to perform the same function, the Marine Corps Weapon System Management Program is a better business practice that allows us to do more with less and to remain flexible to the needs of the MARFORS, other agencies, and numerous MARFORS customers worldwide.

Weapon System Management is comprised of two overarching areas of logistics support. The first area is *Acquisition/Distribution* support. The delivery of a new weapon system to the using unit is preceded by a magnitude of preparatory tasks, many of which are totally unseen by the customer. For example, each and every part of the weapon system must be assigned a part number and technically analyzed. Technical publications must be developed, published, and distributed. Inventory requirements have to be determined by projecting failure rates and deciding where the stockage points will be. Initial Issue Spares have to be procured and prepared for concurrent delivery with the weapon system. Engineering drawings have to be developed and configuration has to be established and maintained. Maintenance intervals have to be determined and warranty administration has to be established. The Weapon System Managers and their teams provide all these functions for the Marine Corps.

Weapon System Management is also comprised of *Sustainment/Disposition* support. After initial fielding, the Weapon System Manager assumes management responsibility for the weapon system and becomes the Marine Corps focal point for integrated logistics support. In this capacity,

8

MAINTENANCE DATA ANALYSIS OFFICE (MDAO) UPDATE

MDAO is the focal point at MARCORLOGBASES, Albany for Order Ship Time (OST) Reports under the Precision Logistics (PL) umbrella. Under PL, many Marine organizations and individuals will be working toward the goal of dramatically reducing wholesale OST. The MDAO will be providing performance data in a series of USMC wholesale OST Reports that will be available electronically. The data will be processed and the reports prepared at the MDAO. It is intended that all Marines have access to the information contained in these reports, from every battalion up to headquarters level.

Visit the MARCORLOGBASES web site at ***HTTP://WWW.ALA.USMC.MIL/*** for the latest OST Reports. Once on the MARCORLOGBASES page just click on the hyperlink to PRECISION LOGISTICS. The reports available in Excel 6.0 format are: Corps, I MEF, II MEF, III MEF, and IV MEF. Also, there is an OST Users Guide. This guide will give you a better understanding of the reports and how they can be used as a management tool.

The MDAO Team can support you with parts usage, maintenance cost, and readiness reports and repair parts requirements forecast. Our reports can be tailored to your specific needs and are available in various formats.

Points of contact are Capt Mike Lepson, Mr Mike Carroll, Mr Fred Day, SSgt Holmes, or SSgt Morrison at DSN 567-6651/52 or Commercial (912) 439-6651/6652. The MDAO personnel can also be contacted via their Precision Logistics Web Site.

"MIMMS"
MIND GAMES - WORD SCRAMBLE

1. TNAMGAMENE	
2. OSMFA (acronym)	
3. IJLUAN	
4. LAPRIPCIN	
5. TGISOLCSI	
6. TOPED	
7. NEILADED	
8. SRAME (acronym)	
9. MENCLARUTNOE	
10. NOELECH	
11. AUROVLEH	

DEPOT MAINTENANCE CORE

The legislative origins of Depot Maintenance Core began in 1985 and are based in public law. DoD issued policy in 1993 which states that Core is capability within Service depots to meet readiness and sustainability requirements of weapons needed to execute Joint Chiefs of Staff (JCS) contingency scenarios. The MARCORLOGBASES' Expeditionary Logistics mission includes Depot Maintenance Core as a strategic logistics capability.

Depot Maintenance Core is a capability (personnel skills, weapon systems, facilities), not a workload, but is ultimately expressed in terms of direct labor hours. Core represents the minimum amount of maintenance capability that must remain in service depots to ensure contingency operations are not compromised. Risk avoidance drives Depot Maintenance Core requirements. Risks associated with readiness, sustainability, and technology must be avoided to guarantee support to the operating forces. Core capability requirements will change as a result of such factors as force structure changes, threat changes, new weapon system introductions, weapon system aging or modifications and battle doctrine changes.

The Marine Corps application of the methodology is based upon the JCS scenario of two nearly simultaneous Major Regional Contingencies. The methodology first requires the identification of those Principal End Items (PEIs) and their associated Secondary Depot Reparables, which are mission essential for MARFORS. The next step requires identification of the equipment densities, which are extracted from the PEI Stratification process. The remaining steps of the methodology include the application of repair cycles; a combat attrition factor; unit equipment repair times with an associated adjustment factor to account for war time damage; and the conversion of war time requirements to peace time production capability. The resulting Depot Maintenance Core capability requirement is 2.34 million direct labor hours.

There is a procedure within this methodology that considers privatization of depot maintenance equipment. However, the Marine Corps does not currently use that procedure because of the critical nature of the Expeditionary Logistics mission. The Marine Corps must be self-sufficient in its core capabilities in order to respond to rapid, flexible deployment and sustainment requirements. The readiness risk of loss of a ready and reliable source of repair to support the war fighter is unacceptable.

For more information about this subject/article, contact Major Loudy, (G320), at DSN 567-6806 or Commercial (912)439-6806.

PACKAGING ELECTROSTATIC DISCHARGE SENSITIVE (ESDS) ITEMS

ELECTROMAGNETIC ENVIRONMENTAL EFFECTS (E3) CORNER

MIL-STD-1686B, MIL-HDBK-236A, MIL-HDBK-773, SI-4400-15/5, and TI-4400-15/1A, require Electrostatic Discharge Sensitive (ESDS) devices be identified and controlled to protect them during incoming inspection, storage, handling, kitting, testing, and assembly. Here are some of the guidelines used when dealing with ESDS items:

a. All devices that are identified as ESDS will be protected and handled as ESDS.

b. The Federal Logistics (FEDLOG) Data System can be used to identify ESDS items. Coding on the management data line is as follows:

A = no known ESD sensitivity
B = items with ESD sensitivity
C = items with Electromagnetic Interference (EMI) sensitivity
D = items with ESD and EMI sensitivity

If the FEDLOG data system does not contain the code, or is unavailable, MIL-HDBK-773 and DoD 4100.39M, Vol 10, can be utilized to identify ESDS items. These references identify Federal Supply Classes (FSCs) 5905, 5955, 5961, 5962, 5963, 5998, 5999, and 7042 as requiring special ESD handling.

c. All personnel involved in receiving, inspection, storage, kitting, shipping, maintenance, and field engineering must receive training to ensure conformance in handling assemblies containing ESDS items.

d. When handling ESDS items, personnel must be at an ESD protective workstation.

e. All ESD protective workstations must have a static dissipative work surface and a wrist strap connected to ground through a 1-megohm resistor.

f. ESD protected work areas should only be used for activities involving ESDS components or assemblies. Keep plastics, manuals, coffee cups, tools, and other insulative materiel away from the ESD work area.

g. All personnel working with ESDS items must be grounded by using personal wrist straps. The wrist strap must always have good skin contact.

h. ESD packaging must be in contact with the dissipative surface of the ESD protective workstation when being opened or closed.

i. All ESDS items must be packaged in static shielding bags and tagged with an ESDS caution label.

j. Items should be wrapped in the silver colored static shielding cushioned wrap for protection prior to placing the item in the static shielding bag.

k. Zip-lock static shielding bags should be opened/closed carefully to provide for multiple reuse of the bags. Bags should not be stapled or taped.

   l. Ensure the bag is completely sealed.

   m. All paperwork that accompanies the ESDS item must be outside the protective container.

   n. Place an "Attention Static Sensitive Contents" label, per MIL-STD-129 and MIL-STD-1686B, on the bag after it is sealed.

   o. Place the item in a Fast Pack.

   p. Place an "Attention Static Sensitive Contents" label on the outside of Fast Pack.

   q. ESDS items shall remain in protective packaging until ready for use.

ESDS PROTECTIVE ITEMS AND PACKAGING MATERIEL

Workstation, Electrostatic Control: Static dissipative soft table mat, common point ground system, and wrist strap with current limiting resistor: NSN 4940-01-250-4236

Field Service Kit: Portable static dissipative work mat, 15 feet common point ground cord with bulldog clip, adjustable wrist strap, 10 feet wrist strap ground cord, two 8 by 10 inch cushioned static shielding bags, and a field service kit storage bag: NSN 5920-01-385-1188

Table mat, Static dissipative soft table mat, 2 by 4 feet, 2 snap connectors: NSN 5920-01-392- 8226

Static shielding cushioned wrap: **2 by 125 feet roll**: NSN 8135-01-392-7313
                                        4 by 125 feet roll: NSN 8135-01-392-8092

Wrist Strap, Adjustable: NSN 4940-01-382-9131
Wrist Strap, Adjustable, w/6 feet Ground Cord: NSN 4940-01-382-9136
Wrist Strap Ground Cord, **6 feet**:   NSN 4940-01-385-1708
15 ft Grounding Cord (from mat to ground): NSN 4940-01-385-1713

ESD Caution Label, Optional Form 87, **2 by 2 inch**: NSN 7540-01-109-8815
ESD Caution Label, Optional Form 87A, **4 by 4 inch**: NSN 7540-01-110-4906
ESD Caution Label, Optional Form 88, **2 by 5/8 inch**: NSN 7540-01-317-7371

Static-Shielding Bags: Information on the various sizes of static-shielding bags, cushioned and flat, can be obtained from this article's point of contact.

Point of contact for all ESDS information is Mr B. Harrison, E3 Control Program Office at DSN 567-6578 or Commercial (912)439-6578.

Storage & Distribution Core Capabilities

Storage and distribution of Marine Corps Weapon Systems and Principal End Items (PEIs) is a core capability for the Marine Corps. During the early 1990's, the Office of the Secretary of Defense instituted several rounds of Defense Management Report Decisions (DRMD) that served to consolidate the Services' functional capabilities under single organizations. The genesis of those efforts was to achieve efficiencies. The Marine Corps, when confronted with DMRD 902, elected to only consolidate the storage and distribution of secondary items under the Defense Logistics Agency. The Marine Corps kept resources to effect storage and distribution of its PEIs to ensure that effective support to our Operating Forces would continue. What is that core capability the Marine Corps kept?

Unlike other Services, the Marine Corps wholesale system, through its distribution activities, endeavors to deliver fully functional capability to the Operating Forces. For example, assets shipped from Albany or Barstow are operationally tested and, if necessary, repaired before they are shipped to the using unit. PEIs are completely outfitted with the necessary SL-3 components which makes them ready for action when received by the Operating Forces. All that's needed at the receiving end are the operators and the ammo. In other Services, the using unit must requisition the SL-3 components separately and do the assembly work themselves. For some Weapon Systems, that would mean ordering the weapons, communications gear, fire suppression, vision sights, and other equipment separately and then assembling them to the platform.

Weapon Systems being shipped also undergo a tailoring process to ensure that when received on the other end, they meet the needs and capabilities of the ordering unit. Assets held at Albany and Barstow undergo rigorous Care-in-Store to ensure that they are maintained in the proper condition, that modifications and configuration control are maintained, and that when called for, they will be ready. The distribution activities include extensive assembly/disassembly capacity, putting things like shop sets, tool kits, and parts blocks together for shipment to the Operating Forces. At any one time, 500 - 1000 assembly projects are in process.

Because they are collocated with the Marine Corps organic Depot Maintenance facilities and the Weapon System Managers and are under control of the Commander, new lines of production and quickly shifting priorities are handled with relative ease. The distribution capability is hand and glove with these other core capabilities, integrated, time sensitive, and always focused on the Marine Corps.

The Logistics Banyan Vines mail stop account, "LOGMAIL", allows the Marines in the field, as well as other Marine Corps customers, to submit recommendations, suggestions, and problems via electronic mail. It is designed to be used when the question/suggestion does not fit one of the already established programs, or if you need assistance in determining where your question should be addressed. Two recent submissions are highlighted below:

* Major Doug Turlip, of the SASSY Management Unit at 1st FSSG, asked for confirmation of the SAC for a Modification Kit, Water, NSN 4620-01-360-3751. The Master Header Information File indicated the kit is a SAC-2 but his unit had received billing on the item from Albany. Mack Williams, the Inventory Manager in the Mobile Equipment/Ordnance Center at Albany, provided the response. The item in question is a SAC-2, free issue item and was purchased by MARCORSYSCOM to modify the six ton water tank module. The Unit should not have been billed for this item and will be given credit for the erroneous billing.

* Captain Don Davis of 1st MAW had a question about running ATLASS in a Windows 95 environment. The response was supplied by Major Frank Free of the Communications and Information Technology Department, and a portion of it follows:

"The tests of ATLASS under Windows 95, recently completed here in Albany, reproduced errors reported by fleet users. The most significant of these were corrupted databases and duplicated History File entries. However, programmers here believe it will be possible to produce a new revision of ATLASS capable of running successfully under Windows 95, prior to the release of ATLASS 'Phase II+'. In the interim, it is recommended that users avoid using ATLASS in Windows 95."

LOGMAIL continues to be an effective means of getting answers to your logistics questions. LOGMAIL is available through the Marine Corps Banyan name listing network as LOGMAIL@LCO080@MCLB Albany or through the Internet as logmail@ala.usmc.mil. We also accept fax submissions at DSN 567-6653 or Commercial (912)439-6653. Point of contact is Ms T. Joiner, Plans, Projects, and Analysis Department (G505) at DSN 567-6574 or Commercial (912)439-6574.

MIND GAMES - ANSWERS

MYSTERY WORD - MAINTENANCE

1. Management
2. FSMAO
3. Julian
4. Principal
5. Logistics
6. Depot
7. Deadline
8. MARES
9. Nomenclature
10. Echelon
11. Overhaul

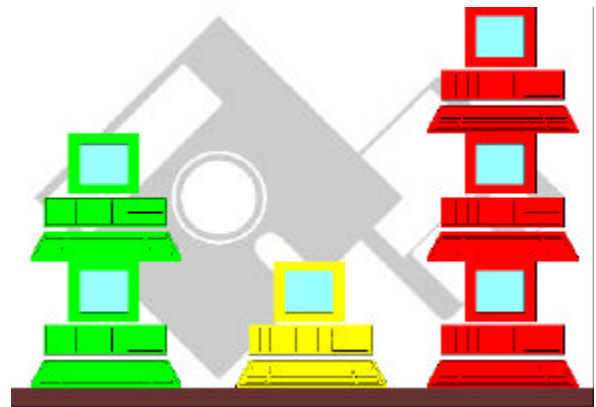"Let our advance worrying become advance thinking and planning."

Winston Churchill

LOGISTICS AUTOMATED INFORMATION SYSTEMS (LOGAIS) CORE

The Marine Corps has been downsizing for the last several years and will continue to downsize as we move into the 21st Century. However, it is imperative that the MARFORS commanders have just-in-time Expedi-tionary Logistics information. The information provided through the LOGAIS is one of the reasons the Marine Corps is considered the United States' 911 force.

LOGAIS are the merger of CMC policies with the latest in proven Information Technologies (IT). The policy established CMC (Code LP) as the Functional Manager (FM) for all Class I LOGAIS. The FM is responsible for establishing Information Resource Management policy and direc-tion, ensuring the Marine Corps operating forces have the best possible mix of Automated Information and Tactical Data Systems. The FM administers guidance to support validation and approval of functional requirements, prioritizing maintenance issues, and overall Program Objective Memorandum advocacy.

MARCORLOGBASES is the System Sponsor (SS) for all LOGAIS. The SS is responsible for implementing the FM policies using the latest in proven IT. This is accomplished by a team of highly skilled Marine and civilian Subject Matter Expert (SME). The Marine SMEs ensure that what we are developing is what is needed by the MARFORS, regard-less if they are in garrison or deployed. The SS provides data processing, telecom-munication, and communication support for all LOGAIS worldwide. The SS conducts research and analysis to determine the appropriate IT to satisfy the user's requirements. MARCORLOGBASES pro-vides centralized and distributed data processing support. Centralized data processing is run on the Defense Mega Center (DMC) mainframe computers. Distributed processing is supported by Local Area Networks (LANs) or stand alone applications. Support covers documentation, hardware and software trouble shooting, initial installations and setup, repair, updates, and liaison for customer production processing support between the Marine Corps, tenant activities, and DMC. MARCORLOGBASES also provides technical guidance required for matters and policies relating to Base LANs. LOGAIS' team members provide training to locally assigned LAN Administrators and act as a liaison to Marine Corps Wide Area Network. MARCORLOGBASES installs and maintains all local and off-site telecommunications lines and equipment.

MARCORLOGBASES plays a major role in providing the MARFORS an integrated, automated Expeditionary Logistics Core Capability.

For more information on this article contact Mr. Bill Robinson at DSN 567-5144 or Commercial (912)439-5144.

MARINE CORPS INSTALLS NAVAL AIR INDUSTRIAL FINANCIAL MANAGEMENT SYSTEM (NIFMS)/NAVAL AIR INDUSTRIAL MATERIEL MANAGEMENT SYSTEM (NIMMS) IN MAINTENANCE CENTERS

During a ribbon cutting ceremony held on Thursday, 10 April 1997, the Marine Corps officially announced the installation of the NIFMS and the NIMMS. NIFMS and NIMMS were developed by the Department of the Navy to provide a single, standardized financial/ reporting and material management system for Depot Maintenance Operations.

The Honorable Deborah P. Christie, Assistant Secretary of the Navy for Financial Management and Comptroller (ASN,FM&C), provided substantial support to the system implementation and was on hand to perform the honors of cutting the ribbon along with Mr Ken Trammell, COMMARCORLOGBASES Deputy Commander for Logistics Operations. Ms Christie was joined by Ms Linda Meadows, Director of Financial Management Policy and Systems, Division of Financial Operations in the Office of the ASN,FM&C, as well as several other dignitaries from the Marine Corps and other organizations involved with the implementation.

NIFMS and NIMMS were installed in the Marine Corps' Maintenance Centers at Albany, Georgia and Barstow, California during late October 1996 and January 1997, respectively. The installation of these systems allows the Marine Corps to improve its financial management control; provide more timely and auditable financial reporting; improve material ordering and tracking; inventory accounting; status processing and stock ordering while simultaneously complying with the DoD goal to standardize financial systems; thereby reducing over 80 systems currently being utilized by DoD activities to perform financial and accounting functions.

The ultimate goal is to improve and reduce costs to Maintenance Center customers and improve financial operating results in the Marine Corps Depot Maintenance Business Area of the Navy Working Capital Fund.

Other users, beneficiaries, and/or support organizations includes the Defense Finance and Accounting Service (DFAS) of Kansas City, Missouri which performs accounting and financial services for the Marine Corps; the Communications and Information Technology Department (formerly the Information Resources Management Directorate); the Logistics Operations Department (formerly the Maintenance Directorate) and the Comptroller under the COMMARCORLOGBASES authority.

The team concept of integrated systems and functional operations was utilized to install these systems with Ms Jonelle D. Cooks of the Plans, Projects and Analysis Department (formerly the Corporate Information Office) serving as Project Director for Marine Corps and DFAS implementation. The process was such a success that the Navy is utilizing lessons learned from Marine Corps installations as a catalyst for future implementations planned for other DoD activities through the year 2000.

This article was provided by Ms J. Cooks of the Plans, Projects, and Analysis Department (G530), DSN 567-5575 or Commercial (912)439-5575.
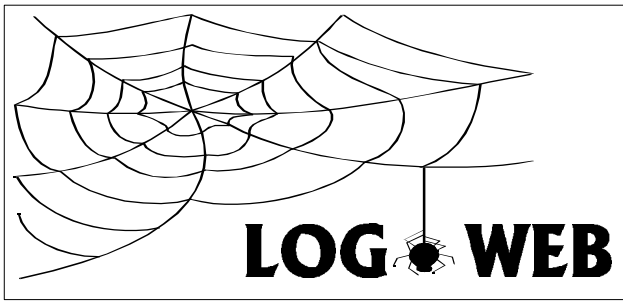
The purpose of this feature is to provide information to our readers about interesting and/or useful internet web sites. The site being reviewed is accessed without prior notice to the sponsor and then the responsible Webmaster is contacted to obtain technical information which is used to complete the evaluation process. The site is evaluated on the basis of user friendliness, quality of information, hyperlinks, and technical performance. You can use this information to determine if the featured web site can assist you in your job or study project.

Rating System:	
Poor	🏴
Fair	🏴🏴
Good	🏴🏴🏴
Great	🏴🏴🏴🏴
Best	🏴🏴🏴🏴🏴

DoT: Volpe Center

URL: www.volpe.dot.gov/index.tm

RATING FOR THIS SITE:
INFORMATION....... 🏴🏴🏴🏴🏴
EASE OF USE.......... 🏴🏴🏴🏴🏴
HYPERLINKS.......... 🏴🏴🏴🏴🏴
PERFORMANCE..... 🏴🏴🏴
OVERALL................. 🏴🏴🏴🏴

REVIEW: The Volpe Center provides research, analysis, management, and engineering support to the U.S. Department of Transportation, other federal agencies, state and local governments, and potentially to other public authorities, private organizations, and foreign countries.

All work that is accepted by the Center must conform to its "Work Acceptance Criteria" policy, which basically covers any project related to logistics and transportation (including Information Technology projects). The Volpe Center must add, through the application of its federal technical staff, substantial value to each project.

Performance of the site was a little slow due to the excessive number of images but the information is worth the wait if you are in the market for a project that needs to be done in a hurry and done well. Volpe has several contractors and consulting firms they use to provide services to their customers, as well as a competent staff that facilitates and manages your project. Their staff is very accessible and communication with them is unrestricted since they are a government agency.

Overall, I give the Volpe Center site four flags (a little slow on the draw - pun intended). 🏴🏴🏴🏴

By: Chief Web Slinger; Louis Gladney

Disclaimer Statement: This article is for entertainment only. No official DoD, USMC, or MARCORLOGBASES endorsement of any organization or information accessed is intended by the URL review. This URL review is provided as a service for Marine Corps logisticians who are learning to use the Internet as a source of information for official purposes. This review is intended only as a means to facilitate your legitimate use of the World Wide Web.

VERSION 4.1. In May, more than 1000 compact disks (CD) with the MAGTF LOGAIS version 4.1 software were shipped to 75 sites throughout the Department of Defense. The Marine Corps sites were generally at the major subordinate command level. Version 4.1 is substantially better than prior versions. Each CD has a "Readme.txt" file with installation instructions and a list of the major enhancements in version 4.1. If you have not received your copy of version 4.1, contact your LOGAIS Administrator. If you cannot locate your LOGAIS Administrator or have questions, contact us at the HELPDESK or the telephone numbers provided below.

VERSION 4.2. Version 4.2 is tentatively scheduled for release in October 1997. Significant improvements are as follows: (1) enhanced sustainment calculations in MAGTF II, the deployment planning system, (2) faster performance and easier templating in the Computer-Aided Embarkation Management System (CAEMS), and (3) better data and functionality to support the aviation community. This release will put MAGTF LOGAIS near its full operating capability (FOC).

FREQUENTLY ASKED QUESTIONS. A regular feature in the MAGTF LOGAIS article is answering questions frequently asked by War fighters. We hope you find this feature useful. Submit your questions and comments to us at BANYAN E-MAIL "MAGTF LOGAIS HELPDESK@IRM740@MCLB Albany" or call DSN 567-6625/26 or Commercial (912) 439-6625/26.

Question: Will the ODBC.INI file be a problem in version 4.1 as it was in version 4.0?

Answer: No. With version 4.1, the ODBC.INI file completely transfers upon installation of any system.

Question: What are the procedures for reducing the size of the "Logais.log" file in my LOGAIS/BIN directory? Mine has grown to nine meg.

Answer: The "Logais.log" is a transaction editor that allows the system to map its way back to the last action performed before a system crash. The readme.txt file on the CD provides instructions for removing and replacing the "Logais.log" file.

Question: Are there training manuals or any additional help available with version 4.1?

Answer: Yes. A training manual for each MAGTF LOGAIS system is on the version 4.1 CD. The "readme.txt" file provides instructions for printing the manuals and for loading them to your systems for on-line review. They can be invaluable for in-house training.

Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts

Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts
Alerts..WS/EM Alerts..WS/EM Alerts

The Weapon System/Equipment Management (WS/EM) Alerts are a means to disseminate maintenance, immediate need supply, and logistics information to the field by message. These messages are meant to provide field units with advance notice of changes and logistics data of an immediate nature. The following WS/EM Alerts are active as of 27 May 1997. All others have been canceled. Date time groups followed by "EXT" are messages extending the cancellation dates.

DTG	SUBJECT	WSEM ALERT
161007ZMAY97	TYQ-23, TAMCN A2525, ID NR 08565A	A0011-97
091141ZMAY97	CENTRAL OFFICE, TELEPHONE, AUTOMATIC, ID 08440A, TAMCN A0248	A0009-97
281023ZAPR97	PLGR MEMORY BATTERY EXPLOSION, ID 09880A, NSN 5825-01-374-6643, TAMCNA1260	A0006-97
041012ZMAR97	SENSOR MOBILE MONITOR SYSTEM, ID 09856A, TAMCN A2306	A0004-97
140811ZFEB97	INSPECTION OF BRAKE DRUM ON THE P-19A CRASH, FIRE, RESCUE VEHICLE	A0003-97
120801ZFEB97	INSPECTION OF BRAKE DRUM ON THE P-19A CRASH, FIRE, RESCUE VEHICLE	A0002-97
121027ZFEB97	SENSOR MOBILE MONITOR SYSTEM, ID 09856A, TAMCN A2306	A0001-97
221007ZNOV96	TYQ-23, TAMCN A2525, ID 08565A	A0020-96
080813ZNOV96	TANK, COMBAT FULL-TRACKED, 120-MM GUN, M1A1, NSN 2350-01-087-1095	A0019-96
040811ZNOV96	SEMITRAILER, TANK, FUEL, 5000 GALLON, M970, NSN 2330-01-050-5635	A0018-96
091004ZOCT96	AN/TPS-63B RADAR SET, TAMCN A1500 VIIG, ID 07736C	A0017-96

DTG	SUBJECT	WS/EM ALERT
070804ZOCT96	CONVENIENCE RECEPTACLE OVERLOAD FOR MEP-803A, MEP-815A, MEP-806A, MEP-816A GENERATOR SETS	A0016-96
231000ZJUL96	HAWK MOBILITY LAUNCHER, M304, INSPECTION OF THE HAWK LAUNCHER CHASSIS HINGE SUPPORT	A0015-96
040830ZMAR97/EXT 260800ZFEB96	OVERLOAD OF THE CONVENIENCE RECEPTACLE ON THE TACTICAL QUIET GENERATORS (TQG)	A0007-96
210800ZFEB97/EXT 060824ZFEB96	AUTOMATIC FIRE SUPPRESSION SUPPORT SYSTEM (AFSSS) ON THE ASSAULT AMPHIBIOUS VEHICLE (AAV)	A0005-96
280802ZFEB97/EXT 260828ZJAN96	SAFETY PRECAUTIONS FOR THE MK19 MOD 3 MACHINE GUNS	A0001-96
250811ZJUN96/EXT 060829ZDEC95	ASSAULT AMPHIBIOUS VEHICLE (AAV) SWITCH, SENSITIVE, NSN 5930-01-257-9960, TAMCN E0846, ID 07007B, 10004A	A0015-95
280806ZFEB97/EXT 170803ZAPR95	NBC RECONNAISSANCE SYSTEM (FOX VEH)	A0005-95
150828ZAPR97	10KW GEN SET, TAMCN B0891, ID 09247A AND TAMCN B0921, ID 09248A	A0004-95
191008ZFEB97/EXT 061000ZDEC94	TYQ-23, TAMCN A2525, ID 08525A	A0017-94
061027ZAUG96/EXT 221032ZJUL94	RADIO SET AN-TRC-170(V)5, ID 08658A, TAMCN A2179	A0010-94
131046ZJUN96/EXT 281022ZAPR94	AN-TPS-63B RADAR SET TRANSMITTER	93-04-05
130835ZJUN96/EXT 240837ZAUG93	RTCH, TAMCN B0391, TOP HANDLER	93-03-14

For copies of any of these WS/EM Alerts, please contact Ms Gina Hughes, Code 841-1, at DSN 567-6528 or Commercial (912)439-6528.

INITIAL ISSUE RELEASES

PROJECT	NOMENCLATURE	DATE OF II	CONSIGNEE

A0M
SASSY
NON-SASSY
	RADIO SET, JTIDS, ID 10370A, TAMCN A0882
	(FIRST INCREMENTAL ISSUE)
		14 MAY 97	FIRST FSSG
			SECOND FSSG
			THIRD FSSG
			RESERVES
			    MMFAR1
			    M01309

A0Q SASSY	MINE DETECTING SET, ID 03701E, TAMCN B0475	27 MAY 97	MPS 1 MPS 2 MPS 3

A1U
SASSY
NON-SASSY
	COMMON HARDWARE, COMPUTER STAND ALONE, ID 10136A, TAMCN A0892
	(FIRST INCREMENTAL ISSUE)
		30 APR 97	FIRST FSSG
			SECOND FSSG
			THIRD FSSG
			29 PALMS
			RESERVES
			    MMFAK9
			    M29073

A1Y
SASSY
NON-SASSY
	MONITOR SET, CONTROL, ID 09872A, TAMCN A26307	02 MAY 97	FIRST FSSG
			SECOND FSSG
			THIRD FSSG
			RESERVES
			    MMFAK9
			    M29073

A3I
SASSY
NON-SASSY
	HAWK NATO LOADER, M501L1, ID 01475C, TAMCN E0945
	(FIRST INCREMENTAL ISSUE)
		02 APR 97	FIRST FSSG
			RESERVES
			    M23970
			    M54065
			    M68532

A4R
SASSY
NON-SASSY
	SINCGARS, ID 09670B, TAMCN A2077
	(FIRST INCREMENTAL ISSUE)
		16 MAY 97	FIRST FSSG
			CSSG-3
			RESERVES
			    MMFAK9
			    M29073

A5G SASSY	GENERATOR, TACTICAL QUIET, 400 HZ 10 KW, ID 09248A, TAMCN B0921 (SECOND INCREMENTAL ISSUE)	27 MAR 97	FIRST FSSG SECOND FSSG THIRD FSSG CSSG-3

LOG AIS Update continued from pg 18

Question: Can I delete more than one plan at a time with version 4.1? It would be a great convenience.

Answer: Yes, you can. Simply highlight the plans you want to delete and select OK.

Question: Is there information on the Internet concerning the MAGTF LOGAIS family of systems?

Answer: Yes. Internet address **http://www.ala.usmc.mil/** is a home page with MAGTF LOGAIS information.

PROJECT	*NOMENCLATURE*	*DATE OF II*	*CONSIGNEE*
B0G SASSY	ASSAULT AMPHIBIOUS VEHICLE (AAV), ID 07007B, TAMCN E0846	26 MAR 97	FIRST FSSG SECOND FSSG

B3R
SASSY
NON-SASSY
	BATTERY CONTROL CENTER GM, AIR DEFENSE, AVENGER, ID 0988871A, TAMCN E1836
	(SECOND INCREMENTAL ISSUE)
		08 MAY 97	FIRST FSSG
			SECOND FSSG
			THIRD FSSG
			RESERVES
			    MMFAR3
			    MMFAR2

B7X SASSY	MINE DETECTING SET, ID 03701E, TAMCN B0475	07 APR 97	FIRST FSSG SECOND FSSG THIRD FSSG CSSG-3
B9K SASSY	METEOROLOGICAL STATION GROUP, ID 10269A, TAMCN E1035	10 APR 97	FIRST FSSG SECOND FSSG THIRD FSSG CSSG-3

C3A
SASSY
NON-SASSY
	LAUNCHER, M-304 MOBILITY UPGRADE, ID 07334B, TAMCN E0941
	(THIRD INCREMENTAL ISSUE)
		27 MAY 97	FIRST FSSG
			RESERVES
			    MMFAK3
			    M23970

IMPROVED REPAIR PARTS SUPPORT FOR THE SMALL EMPLACEMENT EXCAVATOR (SEE)

Repair parts attainment for the SEE Tractors continues to be a problem. Order Ship Times (OST) in most cases are very long even if the repair part is assigned a NSN. As you know, these long OST's affect the Repair Cycle Times (RCT's) and overall readiness of this vehicle.

Defense Supply Center, Columbus (DSCC), through the Defense Logistics Agency (DLA) Corporate Plan, has identified a vendor that will provide improved delivery of repair parts for the SEE Tractor; therefore reducing the RCT and OST. Repair parts can be delivered in 24 hours to 5 days for stocked items, 30 to 90 days delivery for nonstocked items.

The use of the GSA IMPAC credit card is required at this time. Planned improvement of the DLA Corporate Plan will allow MILSTRIP requisitioning by NSN and Cage/Part Numbers.

In responding to supply support requests from the MARFORS, we have reduced the OST for NSN 5330-12-164-8049 from the 640 days (EST provided by the Source of Supply) to two days by the use of the credit card as applied to this program.

The use of the GSA IMPAC credit card, in support of the SEE Tractors, has provided an outstanding improvement of delivery and availability of repair parts for this equipment. The use of this card as applied to the DLA Corporate Plan will greatly reduce your RCT and OST for repair parts.

The vendor identified by DSCC as the parts supporter for the SEE Tractor is:

Pacific Freightliner Trucks
Attn: Alan Radcliffe
12208 Industry Road
Lakeside, CA 92040
Voice Mail (619)390-2400
FAX (619)443-7660
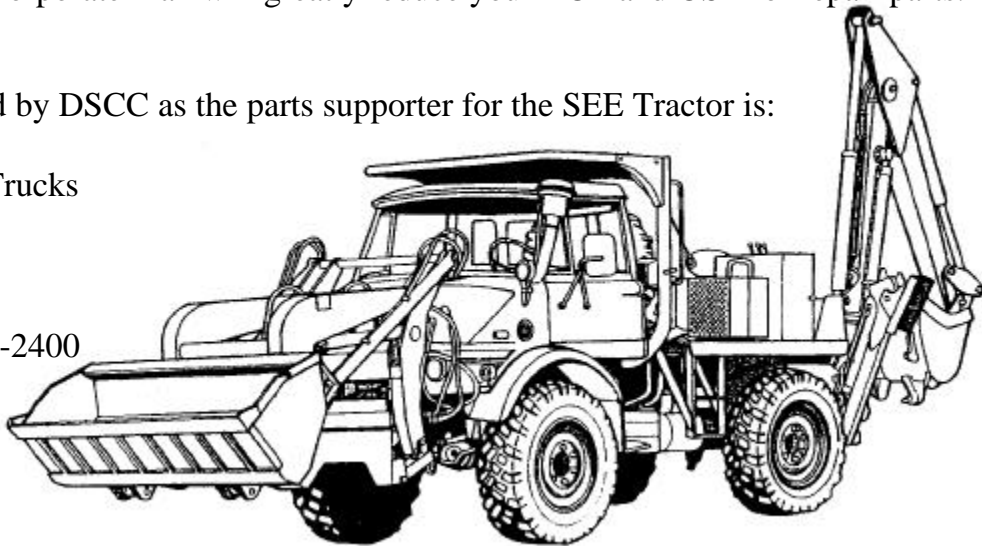
For detailed and/or future information on the DLA Corporate Plan, contact the DSCC Marketing Office at DSN 850-1858 or Commercial (614)692-1858.

SL-3 "Just Where Does This Stuff Come From?"
...the rest of the story

As a follow-on to last quarter's article, we'd like to add that the Marine Corps is continually changing to meet today's demands. To meet these challenges, we have implemented several innovative changes for managing and handling components for the HMMWV and 5-Ton Weapon Systems. For example, SL-3's have been replaced by TM 2320-10/6B for the HMMWV, and TMs 9-2320-272-10 (M939), 9-2320-260-10 (M809) for the 5-Ton. This concept is a break from the traditional Marine Corps Stock List concept and has proven to be beneficial for both the Fleet and MARCORLOGBASES.

Also, as previously mentioned, Supply System Responsibility Items (SSRI) should be returned with your PEI *unless* otherwise directed by the Inventory Manager of the Weapon System Manager Team. Such direction will be included in the Recoverable Items Report (WIR) disposition instructions.

Point of contact for this article is Ms Donna Tompkins, Storage & Distribution Division (G331), at Commercial (912) 439-6855 or DSN 567-6855.

War Reserve Management continued from pg 6

During a contingency, COMMARCORLOGBASES, Albany activates the Logistics Readiness Coordination Center (LRCC) in an effort to ensure more effective logistics operations. The LRCC is operational 24 hours a day and parallels the LRCC at HQMC and numerous other organizations throughout the Marine Corps.

Operation Desert Storm provided an opportunity to prove the capability of the COMMARCORLOGBASES to responsively support the needs of the Marine Forces by efficiently moving WRM inventory assets to designated locations. The cohesive efforts by all parts of the MARCORLOGBASES community was and remains evident.

War Reserve Management by COMMARCORLOGBASES, when combined with those responsibilities of other agencies, activities, and Marine Forces, provides logistics support to the Marine Corps 911 service in times of crisis.

For further information, contact Ms Pamela Character-Bryant, Contingency Planning Office (G314), DSN 567-6602 or Commercial (912) 439-6602.

the Weapon System Manager becomes the "Problem Solver" and must be prepared to address any problem or issue that impacts operational effectiveness, combat readiness, or sustainment of the fielded weapon system. The Weapon System Manager maintains spare part inventories, performs maintenance and rebuild, and establishes Information Systems to manage inventory and system configuration.

The Weapon System Management Program is administered by the Communication-Electronics/Missile Center and the Mobile Equipment/ Ordnance Center. The Centers employ 22 Weapon System Management teams comprised of various logistical experts and logically organized by equipment commodity. Weapon System Managers and their teams are on the front-lines of defense and are in continuous contact with their customers to ensure timely and effective logistics support. Our managers receive in-excess of 4,400 phone calls, 1,400 E-mails, and literally hundreds of messages per week from customers requesting our services. For assistance with your Marine Corps ground combat equipment problems and issues, contact your Weapon System Manager at Marine Corps Logistics Base, Albany. Our motto is "One Call Gets It All."

Point of contact for this article is Mr Charles Dexter at DSN 567-6286 or Commercial (912)439-6286.

Under the auspices of the distribution umbrella is the Marine Corps only publications inventory control and distribution point. Through this capability, nearly 1,000,000 orders are filled for publications around the world, FREE. Solely focused on Marines, this capability can and does shift priorities to meet emergent requirements.

The Marine Corps only Logistics Element Manager for Packaging, Handling, Storage, and Transportation (PHS&T) is resident at Albany. The Logistics Element Manager develops PHS&T data that ensures Marine Corps equipment and supplies are effectively and efficiently packaged, handled, and transported across and through various distribution channels.

In summary, the distribution capability of the Marine Corps ensures effective support to Marines, world-wide. Run by Marines, for Marines, their aim and focus is on providing the best possible support always!

Point of contact for this article is Ms C. Blackwell at Commercial (912)439-6856 or DSN 567-6856.

MATERIEL RETURNS PROGRAM

ON-LINE DASF PROTOTYPE RELEASED

A prototype for an on-line do-in and status file (DASF) inquiry system for the SASSY Materiel Returns Program (MRP) has been developed by Marine Corps Logistics Base, Albany, Georgia. Released to the Defense Mega Center in St. Louis on July 9, 1997 for implementation at all Marine Corps MRP sites. The system was designed and programmed to meet requirements set forth at the SMU conference in March 1997 and officially tasked to Albany on Naval Message R139192Z May 97.

Baseline requirements were gathered from an analysis of comments from the Phase I implementation tour to the sites as well as from the SMU conference. The DASF print developed by Camp LeJeune, the DASF report prototype released 22 May 97, and the current ZQI inquiry were used to help determine the format of the reports. The configuration of the file also contributed to the design. In addition, recommendations from Marines and civilians attending the Initial Issue Working Group conference and the CLD Funding conference were incorporated.

The MRP On-line query system is designed to be a tool for the customer to manage the MRP system effectively and with a minimal amount of effort. The programs are accessed from option 'U' within the SASSY Lake's Helper Data Base application. Six selections are currently available with an additional selection for SABRS data planned for a later release. The options can be categorized as detail, summary, management, and administrative.

The six primary menu options are:

1. **Document Number Inquiry**: This option provides the complete history of all MRP transactions for the Document Number. It provides on-line the same data as the current batch ZQI process. The first report screen provides all the data contained in the original excess transaction, technical data and management data. Computer function keys can be input from the main screen to gather additional detail if required. The type and number of transactions processed against the document are contained within the function keys. A limited summary of the FTR, FTC, FTM and FTZ is also available collectively with a summary function key.

2. **NSN Summary**. This summary option requires the user to input a NSN and a document number range. All documents on the MRP file within the selected range are brought to the screen as a summary report. In-depth information on each document can be obtained by entering the record number at the enter selection prompt. The summary data provides an overview of the document status. Data displayed for the selected NSN is document identifier, document number, initial quantity, source of supply, project code, quantity without an FTR response, quantity without an FTM response, the process date, the last day a transaction was received against the document, and the date of the FTZ.

3. **Document Summary**. This summary option requires the user to input a document number range. All documents on the MRP file within the selected range are brought to the screen as a summary report. In-depth information on each document can be obtained by entering the record number at the enter selection prompt. The summary data provides an overview of the document status. Data displayed from the selection is document identifier, document number, NSN, initial reported quantity, source of supply, project code, quantity without an FTR response, quantity without an FTM response and the date of the FTZ.

4. **Service Document Summary**. This summary is a mirror image of the document summary except the user can specify the service code of the DOD agency the analysis is aimed towards.

5. **Document Management**. This area of the MRP on-line system is designed to become a proactive tool. Categories within the flow of a MRP document were isolated and the user can select four areas for in-depth analysis by number of days. The computer finds all documents meeting the selection criteria for condition, age and document number range. The analysis options are:

>   a. ICP response incomplete.   (FTE-FTR)
>   b. Shipping response incomplete (FTR-FTM)
>   c. Receipt confirmation incomplete (FTM-FTZ)
>   d. Credit documents incomplete (FTR with TA status-FTZ)

6. **Printing to a local printer** has been incorporated within all summary and management report options. The printer address can be set with a PF selection option of the main MRP screen. The detailed document number inquiry can be screen printed.

Document number ranges have also been incorporated within all summary and management report options. Ranges were incorporated to provide query flexibility. The suggested range selection for all records within an AAC is: **Doc1: MMF___aaaaaaaa Doc2: MMF___99999999.** The time range selection for an interval is: **Doc1: MMF___ydddaaaa Doc2:MMF___yddd9999.**   Details can be obtained for any document displayed in a summary or management option for entering the "se/no" number displayed on the left hand side of the screen in the "enter selection: 0_' field located on the bottom of all the screens.   The detail provided is the same detail provided for the document number inquiry option. The system returns to the selected summary when option 1 through 14 is selected from the document number inquiry process.

>   PF12 "EXIT" on any MRP screen will return to the previous screen.
>   PF12 on the main MRP menu returns control to LAKE's HELPER.

The SABRS interface plan includes an option for a document number query to obtain the SABRS data in addition to the MRP data. This will not eliminate the stand alone MRP document number inquiry because the SABRS file is not always accessible during normal working hours. When a query is directly linked to the file, it is unavailable whenever any file is locked. An additional document management report to highlight documents where a FTZ has been posted in MRP but SABRS does not have an actual credit during a given time interval is also planned as a later enhancement.

The MRP file has been defined to ADABAS. It is available at each site for the user to write adhoc natural program if desired. The file refresh is incorporated within the MRP update cycle to ensure the most current information is always displayed.

Comments, suggestions, or requests for additional assistance should be sent via E-mail to: MRP HELPDESK@IRM760@MCLB Albany. Customer assistance can also be obtained by calling the MRP team at DSN 567-5592 or Commercial (912)439-5592.
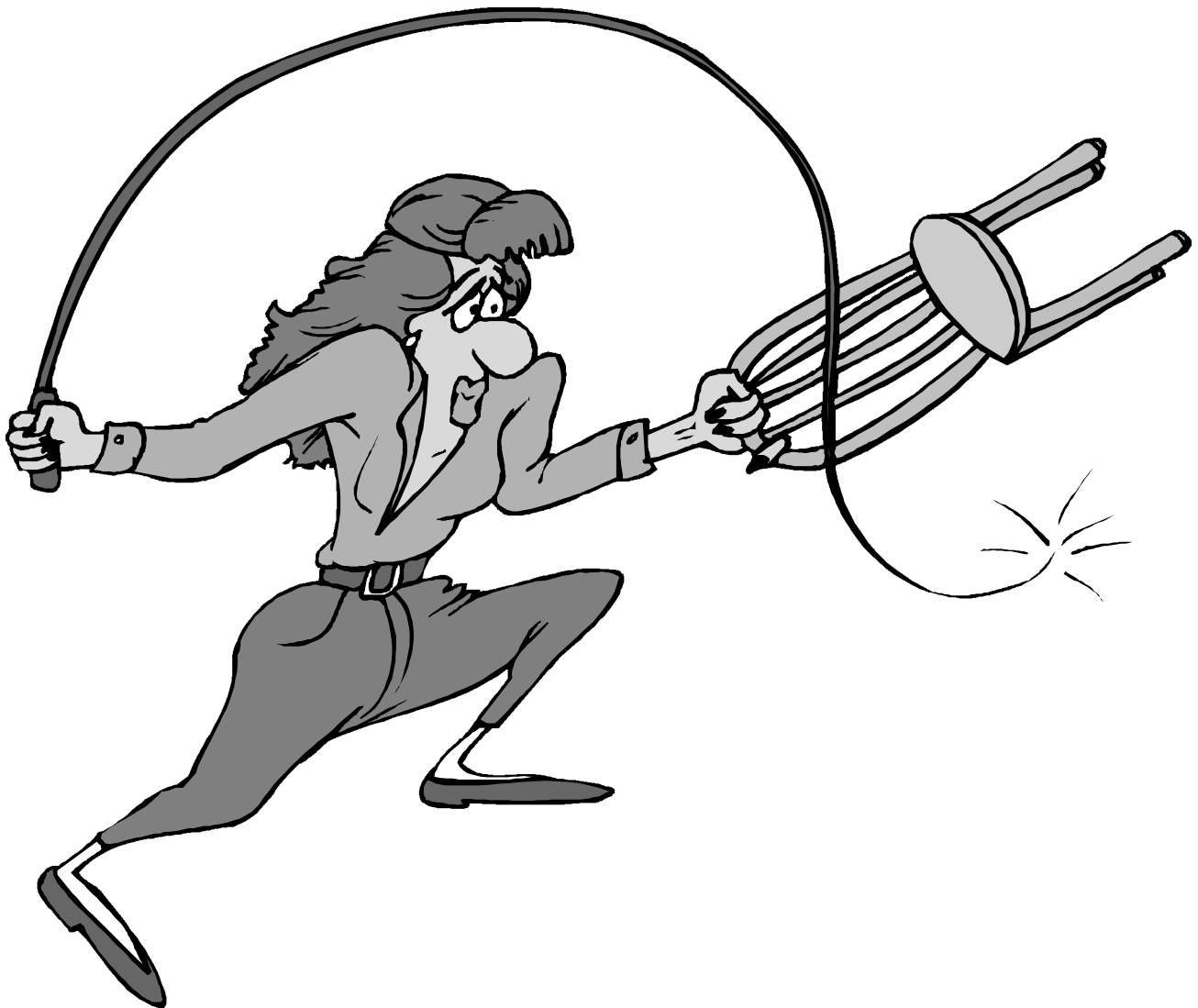
CRACK THE WHIP
ON OVERPRICING OF SPARE PARTS

CONTACT THE SPARES ACQUISITION VALUE ENHANCEMENT (SAVE) PROGRAM MANAGER AT DSN 567-5486 WITH INFORMATION LEADING TO THE IDENTIFICATION AND ELIMINATION OF OVERPRICED SPARE PARTS.